



# Flight Desk

## December 2014

The official newsletter of Chesham Model Flying Club Ltd

Volume 26

Issue 6

### **December 17th Club Night**

White Hill Centre @ 20:00

#### **Annual General Meeting**

Raffle, Mince Pies and Sausage Rolls

[Renew Membership of Your Club!](#)

## Editors Ramblings



It's winter and only the hardy can be found at the flying field. Mind you, some excellent flying is still to be had if you dress appropriately. For me it is primarily Acrowot time as that is a good winter hack model. Not too fussy to set-up and rugged. That, a flask of coffee and some like minded flyers and I'm happy.

I have also been introduced to the slightly warmer pursuit of indoor flying courtesy of the Aylesbury club. Now that has been a steep learning curve. I always knew walls were hard and I have rapidly learned that avoiding them needs loads of rudder. Indoor flying also appears to need copious supplies of props and Uhu glue! It is, however, great fun. My models have been selected, following advice, from the Twisted Hobbys Crack Yak series. One Lite and a Super Lite, made of EPP foam, with a 32" wingspan. Lightness is a virtue as it limits the inertia damage when you hit the wall and these models are light. Mine are 182g and 152g respectively. They are getting heavier as I repair them though!!

Now, it is AGM time and is your chance to have a say in the club running. It is also time to renew your membership (no change in fees for another year running!) It is also time to reflect that the Club doesn't just happen, it needs active members to actually do things. From the Chairman looking after the clubs extraneous income to the grass cutters keeping the patch flyable, each makes a commitment to providing the energy to make CMFC the best club it can be. Andrew Rimmer has provided a great deal of enthusiasm in his roles as Events Organiser and subsequently Secretary, but he now needs to stand down to give more time to his other commitments (work and family). Ray Birdseye has contributed much effort to the club but now needs to devote all his effort to building up his business as it goes from strength to strength. Both have more than "done their bit"....is it now time that you put something back? Think about it, please.



As always, you can contact me, Colin Hooper.

[colin@wychwoodrise.co.uk](mailto:colin@wychwoodrise.co.uk)

# Secretary's Notepad



This is my last “Notepad” – as has been reported in a previous Newsletter, I will be formally standing down as both Club Secretary and de facto Events Coordinator at the AGM. It has been a privilege to serve on the Committee (for a number of years (I forget exactly how many) and I thank them for their encouragement and support. I shall miss the good-natured banter at our meetings. So far no one has offered to take up either post and both vacancies will remain open up to and including the AGM. I can and will provide full guidance and support to any new incumbents and can be contacted by any interested party for further information and advice on both posts.

Our third Club Night of 2014 took place on Wednesday 15 October 2014 at the White Hill Centre, commencing at 8 p.m. We resurrected an old favourite, the Chuck Glider Competition, last run to great acclaim back in October 2012 after being ‘rested’ for a good number of years.

From a standard pack of balsa sheet & strip supplied by the Club, each competitor designed, constructed and test flew his model within a specified time limit. Each pilot then had three competition flights, with the longest duration recorded.

Attendance was good with thirteen participants and the event was thoroughly enjoyed by all those who took part. Much creative building was in evidence (John Barber, the eventual winner, is to be commended in this regard) and the flight times were impressive given the size limitations of the venue. (See Trevor’s picture report further down – Colin)

3<sup>rd</sup> place – Jeff Denty with a flight time of 2.79 seconds.

2<sup>nd</sup> place – Mike Martin with a flight time of 3.38 seconds

1<sup>st</sup> place – John Barber with a flight time of 3.63 seconds.

The well-deserved winners will be suitably rewarded at the AGM.

## **Forthcoming Events**

The penultimate social event of the year is the Annual General Meeting at the White Hill Centre, Chesham on Wednesday 17 December 2014 at 8pm. Don’t miss this important opportunity to catch up with old friends, to hear about what’s been happening at the Club in 2014 and what is planned for 2015 and beyond, to discuss and vote on a number of matters. This is also a good opportunity to renew your Club membership/BMFA insurance for 2015.

The meeting is likely to be a lively event and everyone is encouraged to attend. This is of course a perfect excuse to indulge in the traditional festive fair of sausage rolls and mince pies!

As usual, we have some really excellent Raffle prizes, this year kindly sourced by Richard Johnson on behalf of the Committee, details as below:

**First Prize:** MINI SWITCH Electric 2 planes in one, RTF by ParkZone.

**Second:** DROMIDA OMINUS 238mm Intense Performance Quad.

**Third:** IRVINE ULTRA Model Engine Starter High Torque 12 Volt DC.

4<sup>th</sup> DuBro Tube bender and K&S Tube Cutter.

5<sup>th</sup> Zap Z-Poxy 5 Mins 237ml bottle.

6<sup>th</sup> Zap A Gap Cyno 1oz bottle and Zap CA Thin Cyno 1oz bottle.

7<sup>th</sup> Two LiPo Safe Large Fireproof Charging sacks.

8<sup>th</sup> Motors & Rotors Beige Cap – one size fits all! (Kindly donated by Dave Wilshere)

Tickets will be available on the night at £1 for a strip of five.

The draft Agenda for this forthcoming Annual General Meeting, together with a copy of the approved Minutes relating to our 18 December 2013 Annual General Meeting are attached to the end of this Newsletter.

Andrew Rimmer, CMFC Club Secretary

E-mail – [events@cheshammodelflyingclub.co.uk](mailto:events@cheshammodelflyingclub.co.uk)

Phone – 07718 205480

### **Summary of Club Events in the next quarter**

December 17 <sup>th</sup>	AGM @ WHC, 8pm
December 26 <sup>th</sup>	Boxing Day Fun Fly @ Newground
January 21 <sup>st</sup>	Committee Mtg @ WHC, 8pm
February 18 <sup>th</sup>	Winter Project @ WHC, 8pm

# Chairman's Soapbox

## THE DIANA BARBER TROPHY

Another reminder about this trophy for those of you who don't know or can't remember – we are becoming an aging membership!

The trophy will be awarded at the forthcoming AGM, and I thought we should again be reminded how it came about. It is now fifteen years ago just before Christmas, when Di Barber - wife of John, mother of Roger and member Martin, sadly passed away. She is remembered with affection by a great number of club members. For a decade she supported the club and her family in their aero-modelling achievements, not least John's Vulcan project. She was there at Pednor, now an amazing **21 years ago** for its first test flight. No one in the club had ever seen anything quite like it, or at least the dozen or more members who had somehow skived off work to be there. Di was the proudest person there, and this aeroplane I'm sure, helped fuel her positive attitude, as the Vulcan project developed into another phase. This was when the Barber crew headed up by John assisted by Martin, and propelled forward by Roger, took the Vulcan into the jet age, with John's homebuilt gas turbines. Our club ran the flight-line at the Halton Show, and the Vulcan was the Star Attraction for most people for four consecutive years; - each time Di was part of the team as the Barber crew entertained at these and many other model shows. She gave her time freely and was in her element serving up teas and her famous egg and bacon rolls in the caravan that the family took to Halton. I'm sure that like so many of us, she was a little sad when the Vulcan was no more after its crash at Wings and Wheels in July 1999.

For many of us memories are important, - they can help shape our future and indeed be inspiring as our thoughts return to loved ones lost. Di was a person who inspired others; she was unselfish, enthusiastic, and quick to recognise a worthy achievement by anyone within the club, whatever it might be. It was this attitude that inspired John and family to present this Trophy to the club, - in her memory.

**It would be awarded annually to a club member considered to be a worthy recipient for outstanding achievement connected to the club / aero-modelling.**

## SAFETY AND SECURITY AT OUR FLYING FIELDS

If you are last to leave, take 30 seconds or so to check that all is OK before locking up. Most important if you have used any of the equipment, do not assume someone still at the field will put it away, although they invariably will. The safety of yourself and your fellow members, followed by the security of club property is important and the responsibility of everyone. Always double-check everything that has a safety implication. Also, even more important at busy weekends, - do not be complacent concerning the security of your vehicle, - someone passing by may not easily steal it from the site, but they could steal something from inside it. **Make sure your vehicle is locked while parked at either flying field!**

## COMMITTEE MEETINGS

Your committee is always keen to hear of any views/moans concerning the club from club members. We meet every 2 months at the Whitehill Centre in Chesham; - the dates are on the CMFC Web site. If you do have anything you would like to be discussed, please contact our new Hon. Secretary, (hopefully soon to be announced following Andrew's decision to stand down ) - at least 2 weeks before the meeting.

## 15 YEARS AGO AT NEWGROUND - THE LAST NOISE COMPLAINT!

On Saturday 29<sup>th</sup> May 1999 at 12.35, our nearest neighbour in Aldbury, phoned me at home to report a noisy plane. Two were in the air at the time - one was 'normal', and the other was - 'Being flown by someone who thinks he is a Kamikaze pilot' – the lady's words, not mine. This was the fifth such report received in the 7 years we had been at Newground. We are fortunate to have such an understanding person who still lives there, (600 metres the other side of the railway). She is on the committee of Aldbury Parish Council who we don't want to be upsetting. It is useful to receive a report of a noisy plane as it means that we have the opportunity to 'nip things in the bud' before it might develop to justify an unreasonable annoyance.

The flight log, - vital record keeping, can be looked at and the offending aircraft once identified, would need to be checked out and noise tested before and/or after suggested improvements, if it is to be flown again at Newground. This is not an over-reaction, nor is it meant to strike fear into the membership, but experience has shown that an aircraft that is marginal in terms of the noise limit, will not normally cause a problem, so long as its flown sensibly, - there is though the possibility that it is simply too noisy. If your style is to use full throttle and perform aerobatics for the whole flight, to include the occasional overflying of the railway, then you are asking for trouble, unless your aircraft is more than adequately silenced. **Worst of all though you would be breaking a club rule by overflying the railway. Of concern is that almost everyone does it according to my source, and it's now somehow accepted as being OK, which it's not. There are obvious implications; - not less flying nearer to the houses in Aldbury, increasing the risk of a noise complaint, together with the possibility of jeopardising the credibility of your fellow members, and the good name of the club. In particular if you hold a 'B' certificate you should be more than capable of keeping your aircraft this side of the railway and at the same time not overflying the 'No fly zone'.**

## THE NEW WINDSOCK AT NEWGROUND

The new windsock was sourced by Colin and the pole has been re-engineered by yours truly to accommodate the new windsock with its somewhat large but effective shackle which can be easily attached. My well meant suggested instructions for keeping it in good condition were ignored on its first outing. I was informed that members would not be willing to take the windsock in its bag to the patch and assemble it there, something that bemused me since the vast majority of members wouldn't have even seen it. However it would be useful in my opinion for the windsock to be detached and placed back in

the bag when returned to the container, unless of course no-one can be bothered to do that either.

## HS2 AT NEWGROUND

I signed and returned a survey access document to HS2 to allow an ecological survey to take place on our land, with regard to the proposal to allow Crossrail trains to link to the West Coast Mainline. This if it goes ahead will not happen for some 10 years or so, since it is dependent on station building at Old Oak Common not yet given the go ahead. Trains starting from Tring could then go to the city without changing at Euston. The latest letter I have received states that land would be required for sidings and a **replacement** car park. This tells me that if it did happen, - it would be on land the other side of the tracks. In a phone call I was told that the survey window for this year had been missed, and that we **may** be contacted next year. Whether a survey takes place or not over the next 2 years, we have been paid £1000 for granting permission. It also means that we are kept informed of any future developments.

## MORE MONEY

We have just received a payment from the RPA (Rural Payments Agency) of £2236.

This is for the Single Payment Scheme Year 2014 claim. This agri-environmental scheme managed by Natural England is being replaced by the all new Basic Payment Scheme starting January 2015. This money is in addition to payments forthcoming over the next 10 years in respect of our newly signed agreement with Natural England concerning our land that has been accepted into both Entry Level Stewardship (ELS) and Higher Level Stewardship (HLS). The land in question is our former Habitat Scheme land plus the set-aside we call the South-east Corner.

Humpy

## Treasurer's Report

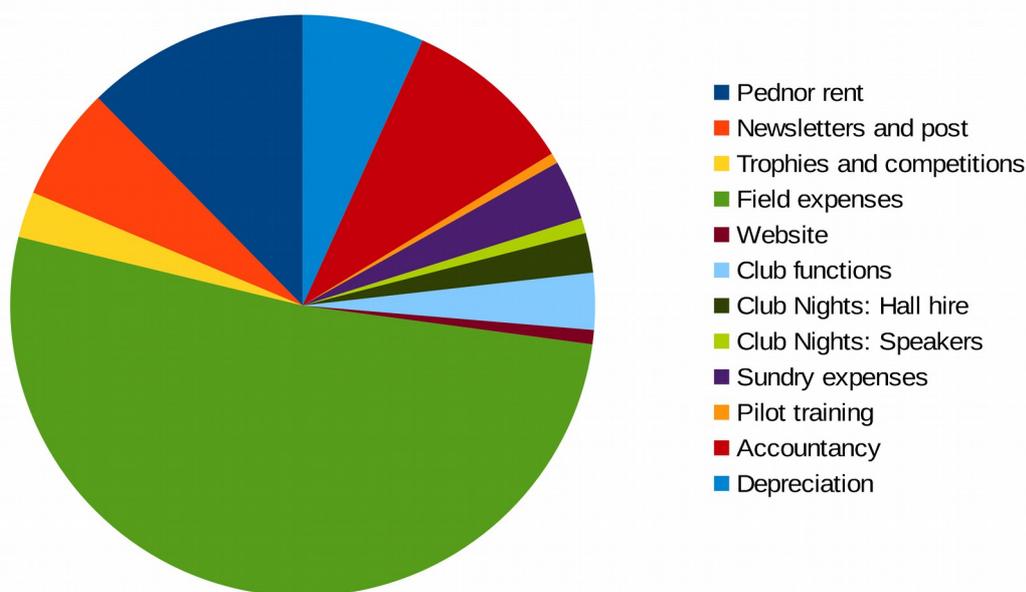
Although I haven't been to the field as much as I had hoped, I get frequent updates from Colin (our newsletter editor), members when they need expenditure reimbursed and from the committee. And of course, I can view the field and what's going on from the webcam. Well done Colin and the other members who helped set this up. It only costs the club £4.96 a month to upload the data. Very good value indeed, particularly if it saves a member a wasted trip or encourages a visit.

Thanks also to those members who agreed to receive our newsletters by email instead of by post. This saves printing costs and postage. Every little helps!

Financially, our club remains healthy with income and expenditure much like last year.

Our income for the year was £8,526 and our expenditure was £8,203.

Graphically, the expenditure is shown below:



Our cash position at the end of the financial year (31<sup>st</sup> August 2014) was £12,919, but £2,263 of this is earmarked for fees collected for September 2014 to December 2014 and key deposits.

For the new financial year, our budget is very similar to last year. I will review the numbers with you at the AGM.

With this budget, we propose to maintain our fees unchanged for 2015. BMFA fees are also unchanged. The proposed fees are therefore:

Category	CMFC Membership only	CMFC and BMFA Membership
Junior	£15	£32
Student	£24	£56
Senior	£48	£80
Veteran	£30	£62
Associate	£12	-

Please be ready to pay your fees at the AGM on Wednesday 17<sup>th</sup> December as this makes the registration process much easier for you and us.

See you there.

Bob Bennett

# Members Ramblings

Boys and their toys, by Flt Lt, Trevor Brunt. (Retired.)



Well chaps who said that club nights aren't fun? The recent chuck a glider competition was hilarious, as you can see from the attached pictures.



These guys know their stuff when it comes to designing and building model planes?  
"Thank god they're not real!!"



Where the hell is that going.



**I thought I said someone close the window, what's the point in being safety officer, if no one listens?**



**Trust me I'm an instructor! And I'm almost ready to fly.**



**One hundred and eighty. "Listen", when it comes to making model planes, I know what I'm talking about? Just ask Trevor Brunt!**



**Toby Newton verses Jeff Denty, I don't care what you say Jeff, that was rubbish.**



**The concentration really showing as we all waited for the results. The boys thinking about the big take off, and Rebecca thinking about the great bake off!!**

**It was a lot of fun even if some of the designs were out of this world.**

**Biggles**

### **New Ground Scale Day**

Firstly let me express my gratitude to the club and members for allowing me to host the event this year, and to all the flyers that came along, even with the not so great weather, winds at a very awkward angle and a brisk 15mph constant gusting to 25mph, it gave the brave pilots a test especially on landing.

There were at least 12 from both the Chesham and Wycombe clubs plus a handful of spectators, so all in all a pretty good turn out for the first meet of this kind since 2010.

I hope everybody who made it enjoyed themselves and would like to see the event grow for next season ,and for those of you who couldn't make it , I'll be sure to try and arrange a new date asap with the committee.

### New (ish) Models

Next up just a little insight into a few newish models I have, fully ready for next season when I hope to get a lot more flying in, and take part in most of the many fly ins and shows around the country.

#### **Skymaster F9F Cougar**

I have had this model for well over a year now, but with delays in upgrades for the new JR DMSS radio it finally had its maiden flight early this year. It has had its fair share off teething troubles, including a turbine flame out at



Barkston Heath warbird meeting, but luckily it survived all the ordeals and has now had 4 perfect flights. With just fine tuning left to do like radio set up and balance it flies as good as it looks.



<http://www.youtube.com/watch?v=EsErqMOyFBk>

Last bit of my waffling. I am currently building a 1/4 scale Fokker D8 from Grapo Airtek, it is a high quality ARTF but I will be adding more detail and recovering the wing section in the proper colours using Solartex. It will be ready by the end of January and will be powered by a 30cc Twin Petrol engine.

Also, over winter, I will be revamping the Ex Steve Bull YT International JU87 Stuka. This will be a longer project as I will be adding a full depth cockpit, full repaint and rivet/panel detail. First time I have undertaken such a project, as I'm a self-confessed not



such a confident builder - so fingers crossed!

See you all soon down the field.

**Toby Newton**

## Safety Officer's Corner



In the last Newsletter I mentioned that a couple of members had purchased DLG gliders and what fun we'd had especially on the launching side of things. It takes a bit of a knack to achieve a reasonable launch, but the satisfaction of seeing this small glider gaining rapidly in height then gracefully gliding around, hopefully catching a thermal or two is quite addictive.

As a result of this, Steve Atherton and I each bought a Vladimir Elf. The Elf is a 2 channel model, ie: Elevator and Rudder, and spans 1 metre. Astonishingly the all up weight including receiver, 2 servos and battery is approximately 105 gms! The battery we chose is called a smart lipo, this is small enough to fit in the very slender nose cone yet it contains circuitry that acts as a charger. It uprates the voltage to 5v and emits different sounds to let you know how much charge is remaining etc. Lastly it is charged from a 5 cell Nimh or a 2 cell lipo. It is quite expensive at £34 but when it does all that I think it's worth it.



I took my Elf to NG during one of those freaky warm still days that we've had recently, to test fly it. After a few tentative launches to trim the glide it was time to give it a discus launch, although the Elf doesn't actually require the full turn on launch as it's so light. I'm pleased to report that it flew very well.

My helpers were Dave Anderson and Richard Ginger both of whom have extensive experience with

gliders and their input was invaluable. Dave particularly was very taken with the idea of a small competition next year which I proposed in my article, so much so that the next time we met he'd already taken delivery of his Elf!! Richard tells me he's got one on order and Colin Hooper now informs me he's got one too. With two other members who have Dream flight Libelle's and a couple more with Hobbyking DLG's I think next summer will be fun.

If you need any more info on the Elf or similar try looking at the website, [Hyperflight.co.uk](http://Hyperflight.co.uk) and click the DLG F3k Hand launch tab, or speak to me at NG.

Incidentally, just found out that the collective noun for Elves is a 'troupe', make of that what you will.

That's all for this year, see you all at the AGM.

Steve Bull.

## Instructors Corner

### HAWKER TEMPEST MK2

My autumn/winter project is progressing well: this is the Jerry Bates 87" span Tempest, late WW2 piston engined fighter. A powerful, fast and manoeuvrable gun platform, several of this type were sent to India after the war. One example is housed in the IAF museum; I understand that most of the IAF Tempests were painted in silver dope over the top of the original RAF camouflage and roundels and given IAF insignia. Many saw active combat in the Korean War. I have chosen to base my model on one of these aircraft –

much info is available on the internet – the Indian pilots were very proud of whatever the UK sent them! So, a relatively easy colour scheme, no camo!



Belair Kits supply the Bates plan, laser cut formers and ribs plus retracts, cowl and canopy. The builder has to provide all sheet and strip wood plus odd bits of ply and hardwood for the retract mounts, etc. I get most of my wood from SLEC, superb service plus balsa sheet is available in various grades so you can select to save weight where possible.

The Tempest ticks all the boxes for a scale war-bird – big, partially elliptical wing, longish nose, decent tail moment and surfaces and a really wide, inward folding undercarriage. I have ditched the retractable tail wheel in favour of a simple steerable unit linked to the rudder. My motto is, as always, keep it as simple as possible – above all, it has to fly!

Engine is a Laser 300v twin, 50cc of smooth four stroke power. Yes, it needs a big (32oz) tank and yes, it does produce exhaust residue but the sound is magnificent and the reliability second to none. I need all my motors to perform and I am not prepared to spend hours faffing around with engine problems.

Quoted all up weight is from 18 to 24 lbs which is a pretty wide range. I build light with strength only where necessary. On the plan there are two engines shown – the good old Zenoh 62 (magneto) and the OS BGX 35cc glow. A major advantage with a twin is much lower vibration. Some of the newer, high performance petrol motors vibrate excessively and/or run very hot. You don't get more horsepower without side effects!



So far I have completed: fuselage top half, basic wing location, tailplane/elevators, fin/rudder, wing centre section including retracts installation, wing outer panels and all top sheeting plus ailerons and flaps. The wing will be in one piece eventually. Retracts are Sierra, expensive but quality kit. Strangely, there is no mention on the plan of washout although the wing ribs do have lower tabs. I have built in about 3 degrees at each wing tip and the twist starts at the dihedral of the outer panel – the ailerons definitely

look washed out! My experience with the Aichi "VAL" (Chris Willis' very honest design) which has truly MASSIVE washout has shown that this is indeed the model pilot's best weapon for stability. Our models can also benefit from non scale, even flat bottomed/Clark Y aerofoil wing sections. The Meister range of plans all use a flat bottomed sectioned and so does the Willis VAL – Chris originally used a scale section which was quickly abandoned. If it helps, do it!

Finish will be sanding sealer, tissue and dope, old fashioned but relatively easy, above all, LIGHT. As usual there will be a basic pilot and instrument panel plus a few panel lines and a bit of weathering, however I really can't be fagged to do rivets which in any case are only visible fairly close up.

I took a few pics late one afternoon with the model “so far” placed on my vintage Work-mate.....

Cheers,

RG

## Club Training

Remember that training currently takes place at Newground with either Dave Anderson or Richard Ginger. You will need to contact the designated trainer by the Thursday to confirm your interest. If the weather is looking poor for the Saturday, a call will save you travelling to find training has been cancelled.

Month	Date	Trainer
January	3	Richard Ginger
	10	Dave Anderson
	17	No Training
	24	No Training
	31	Richard Ginger
February	7	Dave Anderson
	14	No Training
	21	No Training
	28	Richard Ginger
March	7	Dave Anderson
	14	No Training
	21	No Training
	28	Richard Ginger

### Committee

Chairman	Dave Humphrey	07855 181230	<a href="mailto:davedesign@btinternet.com">davedesign@btinternet.com</a>
Secretary	vacant		<a href="mailto:events@cheshammodelflyingclub.co.uk">events@cheshammodelflyingclub.co.uk</a>
Treasurer	Bob Bennett	01494 864751	<a href="mailto:bob.bennett@wychwoodrise.co.uk">bob.bennett@wychwoodrise.co.uk</a>
Membership	Dave Anderson	01494 583127	<a href="mailto:david.anderson267@ntlworld.com">david.anderson267@ntlworld.com</a>
Communications	Colin Hooper	07749 891465	<a href="mailto:colin@wychwoodrise.co.uk">colin@wychwoodrise.co.uk</a>
Events	vacant		

### Instructors

Richard Ginger	01296 688030
Dave Anderson	01494 583127

Chesham Model Flying Club Ltd.

**The Annual General Meeting to be held in the Library Room at the Whitehill Centre, Chesham on Wednesday 17 December 2014 commencing at 8pm.**

Agenda.

1. Apologies for absence.
2. Adoption of Minutes of the last Annual General Meeting held at the White Hill Centre on Wednesday 18 December 2013.
3. Matters arising.
4. To receive the Chairman's Report.
5. To receive the Secretary's Report.
6. To receive the Membership Secretary's Report.
7. To receive the Treasurers Report including:
  - a. Adoption of the Accounts for 2013/2014
  - b. Approval of the Budget for 2014/2015
  - c. Approval of the Joining Fees and Subscriptions of 2015
8. To receive an Events Report.
9. Appointment of Accountants
10. Election of Officers.
11. Any Other Business.

**By Order of the Committee and Directors.**

**ANDREW RIMMER. DIRECTOR AND SECRETARY.**

**Minutes of the 25<sup>th</sup> AGM held at the White Hill Centre, Chesham on  
Wednesday 18 December 2013.**

1. **Apologies:** Brick du Bourg, Chris Prentice, Richard Dawson, David Jarman, Tony Jackson Wynch, Mike Humphrey, Cliff Vincent.

Dave Anderson (Membership Secretary) was absent due to ill health; he will post membership renewal forms out to all members by tomorrow, to be completed and returned as soon as possible. Alternatively, payment can be made online (put full name as reference) but the hard copy renewal form must still be returned to Dave Anderson.

**Present:** fifty-one members in attendance plus four guests.

2. Minutes of the 2012 AGM that had been circulated with the December Newsletter were taken as read, approved and signed by the Chairman (Dave Humphrey).

Proposed: David Turner

Seconded: John Barber

3. **Matters Arising:**

None.

4. **Chairman's Report:**

Humpy commented on seeing many new models at Newground, but the membership was getting older, consequently a slight drop in overall numbers at the field, members leisure time perhaps limited. Future consideration – getting new blood in the Club i.e. good young keen flyers, willing to get involved.

Competitions this year – usual numbers/faces attending. Interclub competition -sadly not much take up. Thanks to Andy, Dave Anderson, Richard Ginger & Ray for organising the competitions.

Thanks also to Richard Johnson, Richard Ginger & Pete Hodge for sorting out the weed & feed at Newground and for organising a rolling of the patch. These treatments are to be repeated next year. It was noted that the recently enlarged patch (as proposed by Richard Johnson and others) had integrated well into the existing area.

Mowing at Newground - Trevor Brunt & Jeff Denty, plus Martin Barber at Pednor, well done to all of them.

The Club enjoyed Set Aside and Habitat Scheme income from DEFRA. The top end of Newground field is in a twenty-year Scheme due to end on 1<sup>st</sup> October 2014, so there is almost a further year to run. The whole of western side of the field is in another Habitat Scheme that finishes in 2016. In addition, money is coming in from Single Payment Scheme, perhaps with some overlap with the Habitat Schemes.

Contractors on behalf of Network Rail have started the erection of the Newground boundary fence (a bolted & spiked palisade fence, black powder coated steel, six feet in

height, v-profile) – no chance whatsoever of retrieving a model should it go over the railway. Approximately one hundred metres is already completed. Despite initial reluctance on the part of the contractors, we are getting paid £150.00 per week plus new replacement stock proof fencing between the container, the toilet and the shelter, by way of compensation for the inconvenience of the construction works.

In concluding, Humpy thanked all the members for their support and thanked all the Committee for what they had done throughout the year.

**5. Secretary's Report:**

Andrew Rimmer confirmed that it had been another good year, with nothing of any great significance to report. All the necessary paperwork had been filed with Companies House; our limited company records are up to date and accurate. Our accounts are made up to 31/08/2012 – next accounts are due by 31/05/2014. Our annual return is made up to 20/04/2013 – next return due by 18/05/2014.

**6. Membership Secretary's Report:**

As mentioned at the outset of the meeting, Dave Anderson was absent (apologies sent and received). Rather than being available on the night, membership renewal forms were to be sent out by post; members please renew and return with payment promptly.

**7. Treasurer's Report:**

Bob Bennett referred to the extracts from the Annual Statement circulated to the membership at the meeting, going through the key numbers therein to give an overview of the Accounts.

Generally the Club is financially very healthy indeed, particularly because of the substantial income that we receive from the Set Aside scheme and Rural Payments Agency.

Annual Statement - page 4 – income (shown as turnover) was £8,488.00; operating expenses for the year were £7,797.00. Allowing for other minor income, overall profit last year was £197.00 (being much the same as we did for the year before).

Page 5 – assets of the Club were £32,000.00. Cash in the bank at the end of the financial year was £12,279.00; money owed to creditors was £2,971.00 (being key deposits retained, Accountant's fees to be paid and membership fees collected in advance, September to December).

Page 7 – depreciation of our assets - £304.00, writing off (£321.00) the mower that we got rid of at Pednor, replaced by the purchase of a second hand mower.

Page 8 – Accountant's calculation of classes of assets and how they depreciate e.g. plant and equipment (mostly at Pednor); total assets amount to £33,326.00

Page 9 – our creditors - £2,971.00 as set out at page 5.

Last page – 10 – breakdown of income, expenses and depreciation.

Bob asked if there were any questions relating to the Accounts.

A question was raised by John Barber – ‘what is the value of the field, it must be worth at least £100,000.00 now and should this or a similar figure be used in the accounts?’ Answer – Bob – for some reason we always leave it as it is. We have no interest in selling Newground and we don’t want to attract any attention to its value. Furthermore, it is accounting practice to leave value as it is.

Members then approved the Accounts for signature by our Chairman and subsequent submission to Companies House.

Proposed: Richard Ginger  
Seconded: Bill Hockey

Turning to the budget for next year 2013/14, one sheet was circulated to the membership at the meeting (recording two year’s actual budgets plus a draft budget) that was then explained by Bob Bennett.

Proposed budget for forthcoming year (and note our *financial* year started on 1<sup>st</sup> September) was then reviewed by Bob who commented that at £4,400.00, the Set Aside/Habitat Schemes amount to fifty per cent of our income and Humpy had done a brilliant job dealing with these two agencies. A similar budget to last year was proposed. In relation to the Pednor rent, some confusion had arisen. Last year we paid two years rent (following the resolution of a dispute with the Landlord).

In summary, we are budgeting for £1000.00 more expenses than income, but usually we don’t fully spend this budget so Bob is expecting the two to roughly balance. No major projects or expenditure planned for this year other than work that Richard Johnson has identified for Newground (a further weed & feed etc.)

Bob asked if there were any questions relating to the Budget? A question was raised from the floor (Nigel Beaney?) regarding the relationship between creditors and key deposits. Bob explained that leaving members could rightly expect their key deposits back, so financially we cannot show that money as belonging to the Club. Consequently, each key deposit (currently £20.00, originally £5.00) is shown as a debt owed by the Club.

A further question was raised from the floor (again Nigel Beaney?) regarding the budget figure for Newsletters. Bob confirmed that this included both the cost of printing of the Newsletter and postage to those members requesting a hard copy. It was recommended that all of the membership accept an electronic (PDF) version of the Newsletter (e-mail or website download), which would save the Club money. Also suggested electronic membership renewal, to be considered for the future.

Members then approved the Budget for 2013/14.

Proposed: Toby Newton  
Seconded: John Barber

Bob Bennett confirmed that on the basis of the now approved Budget for 2013/14, it was prosed that membership fees remained unchanged for the forthcoming year. NB - the BMFA fees were also unchanged.

Members then approved these unchanged subscriptions.

Proposed: Jeff Denty  
Seconded: Richard Ginger

**Appointment of Accountants:**

Bob Bennett confirmed that our accountants Seymour Taylor, High Wycombe did a pretty good job for us; they know us and understand us. Their fee this year was £738.00 inclusive of VAT and Bob recommended that we keep them for next year. Proposed that Seymour Taylor be re-appointed Accountants for 2103/14.

Proposed: David Turner

Seconded: Peter Christie

**8. Events Report:**

Andrew Rimmer confirmed that generally in relation to events, it had been a good year. Weather kind and all of our field-based activities went ahead as planned.

The Club participated in the tri-club series of fun fly events for the first time in 2013. Our contribution to the series was a great success – we had twenty or more participants, including ten guests from the West London and High Wycombe clubs. Regrettably, in relation to the ‘away’ events, CMFC attendance was very poor – we had only one competitor (and two spectators) at each of the two events, although each competitor achieved a placing in the competition. Accepted the field at High Wycombe is not great, but West London’s Harefield site is excellent and Andrew encouraged all members to take the opportunity to fly at their Astroturf field. Despite our somewhat lacklustre attendance, the series will continue (probably with a different mix of events, similar format) in the summer of 2014 mainly because the West London and High Wycombe guys very much enjoyed flying at Newground.

We had struggled with Club Nights this year because of the difficulty in finding suitable speakers. Andrew had been trying to fit this around his existing commitments, but would not be able to continue to do this in 2014. Unless a volunteer (or better still a group of volunteers) comes forward to plan, promote and run our three Club Nights in 2014, it was unlikely that there would be any guest speakers in 2014. Proven alternatives e.g. member’s projects night, chuck glider competition etc. may be suitable substitutes. More participation from the membership was desperately required. Andrew would still continue to organise and promote the remainder of field-based Club events in 2014 in the usual way.

Andrew further publicised the invitational indoor flying at Vyners School Uxbridge, taking place over the winter months. This generally takes place on the first Friday of each month, from 7pm to 9pm. Although the venue is some distance away for many CMFC members, it was a very enjoyable evening and everyone was encouraged to attend one or more of the remaining dates in 2014 (January to April inclusive).

In concluding, Andrew reminded all members that although the weather was not looking too clever at the moment (forecast – 50 mph winds!) our usual Boxing Day fun Fly at Newground would be taking place on 26<sup>th</sup> December.

It was then decided by the Committee to present the trophies and wards.

**Competition and Trophy Awards.**

Colin Hooper made a brief descriptive speech regarding each competition and then made the following presentations of keepsake plaques, each recipient present receiving suitable congratulations and applause:

**Balloon Bursting (Richard Ginger)**

1<sup>st</sup> – Colin Hooper

2<sup>nd</sup> – Richard Ginger

3<sup>rd</sup> – Steve Atherton

**Bombing (Dave Anderson)**

1<sup>st</sup> – Graham Stone (guest flyer)

2<sup>nd</sup> – Glen King (guest flyer)

3<sup>rd</sup> – Dave Anderson

**Timed Flight & Spot Landing (Ray Birdseye)**

1<sup>st</sup> – Gareth Hatcher (guest flyer)

2<sup>nd</sup> – Frank Dalby Smith (former member, old friend and guest flyer)

3<sup>rd</sup> – Richard Ginger

Andrew confirmed that he would make arrangements for plaques to be delivered to our four guest flyer winners, each being members of the West London and/or High Wycombe & District MAC's.

**The Diana Barber Memorial Trophy.**

Was awarded this year to Andrew Rimmer (for going the extra mile in relation to his Committee activities) and presented by Colin Hooper after a short address. Andrew sincerely thanked the Committee and every member present for the honour of this Award.

**09. Election of Officers:**

Humpy observed that nobody had come forward as a replace in the events co-ordinator position. Everybody on the Committee was prepared to stand again in the same positions if the membership wanted us to. All members agreed (with applause).

Proposed: Richard Johnson

Seconded: David Turner

Following the formal election of officers, Andrew Rimmer commented that in relation to the vacant position of events co-ordinator, the best way forward would be for a small group of individuals to volunteer to organise and promote events on the basis that a small amount of work done by each a number of persons was a much less onerous (and a more achievable) undertaking when compared with a substantial amount of work done by a single individual (as now). This spreads the load, enables more contacts to be made and pursued, rather than the burden all falling on one person, which as of next year, would not be Andrew Rimmer.

Ray Birdseye indicated that Al's Limbo Dancer was for sale and he had brought it to the AGM. The model was in good condition, but subject to a little bit of hangar rash; anyone interested should contact Ray.

Colin Hopper referred to copies of leaflets present at the AGM advertising Oz Marsh's twin aircraft kit that was for sale, in the box with all the bits, ready to be completed.

**Raffle.**

Colin Hooper stated that the Raffle prizes were on display on the back table. A total of six quality prizes were on offer i.e. a Blackhorse Blade aircraft (1<sup>st</sup>), a Twister RTF Quadcopter (2<sup>nd</sup>), a Fusion Battery Monitor (3<sup>rd</sup>), a set of Hex Drivers (4<sup>th</sup>), a Gyro-Cutter (5<sup>th</sup>) (all purchased from Moor Models, Watford) and a RTF electric glider (6<sup>th</sup>) built and kindly donated by Richard Ginger.

**[Postscript - increased attendance this year resulted in 895 tickets being sold raising £179.00].**

Humpy mentioned Richard Johnson's kind offer to arrange for the purchase of Club clothing/leisurewear as set out in his letter & order form dated December 2013 (copies available at the AGM). Orders could be placed with Richard at the AGM and/or up to the February Club Night.

**(at 8.45pm a refreshment break of forty minutes then followed during which the Raffle was run)**

- 10. To consider a proposal by Richard Johnson "That CMFC Ltd funding of the Pednor flying site should cease with effect from 1 January 2014" for the reasons set out in his letter to the Committee dated 5 November 2013.**

Humpy introduced Richard Johnson's motion. Members present confirmed that they had read the paragraphs of Richard's letter as extracted and annexed to the AGM Agenda.

Richard Johnson made a brief presentation, expanding on his reasons as set out in his letter, to mention the limited days & hours of operation at Pednor, the 79dB noise limits and the lack of use of Pednor. As an aside, Humpy commented that a sizable number of paid up members fly at neither field and it was therefore impossible to say which field they would prefer to fly at if they did fly. Every member therefore funds all the facilities of CMFC, including Pednor.

Richard Johnson also raised his concern that in the context of possible reduced CMFC income in future years (which had been highlighted previously by the Committee) were the cost of funding Pednor justifiable.

Humpy then invited Steve Edwards (of what Humpy described as 'the pro Pednor group) to speak.

Steve Edwards gave a passionate presentation in support of Pednor and said, amongst other things, that at a cost of £1000.00 a year (the annual rent) we had the best insurance policy in the world against the admittedly unlikely possibility of losing Tring. In addition, members cannot flying certain models at Tring e.g. gliders, the towing of gliders and the newly introduced BMFA guided free flight. Readily flyable at Pednor, some of our helicopter pilots found flying helicopters at Tring uncomfortable.

With lots to lose, including possibility of splitting the Club into two (complaint was subsequently made of members referring to 'their' field and 'your' field rather than 'our' fields), Steve Edwards said that he would love to see the motion taken off the table as he considered it to be an appalling proposal.

Humpy asked if any other member would like to put any constructive comments forward, either for or against and John Barber asked to speak.

A member for at least twenty-five years, John Barber said that as he got older he had less free time and with health issues, it now takes him too long to get to Newground. John finds Pednor to be a really relaxing field. John asked the Committee who was disability liaison officer? Humpy confirmed that no one individual had this role but that

it was a joint responsibility of the Committee. John referred in passing to certain BMFA guidelines and legal requirements in relation to what constitutes a disability and the provision appropriate for the disabled in private clubs with more than twenty-five members. In summary, John contended that CMFC had a legal requirement to provide proper disabled access to its flying sites; he further contended that Newground, with its locked gates, remote parking and car turnaround, long walk from unloading area to patch was not disabled friendly but disabled access at Pednor was good. It met all the requirements for a person with a disability (or could easily be adapted e.g. installation of a wheelchair ramp in place of the steps) and this is one of the many reasons why we should keep Pednor as a flying field for the foreseeable future.

John offered to expand on his submissions regarding disabled access in a written article for publication in a future issue of our Newsletter if this would be helpful. Humpy suggested waiting until the outcome of a vote before considering further.

Peter Hodge observed that Newground, with its toilet facilities and its hard standing, could easily be adapted to address the concerns raised by John Barber in just the same way as Pednor would need adapting to become fully compliant with disability requirements.

Humpy noted that as a Club we had a responsibility to accommodate, as best we could, anybody with a disability. John had made some valid legal points, but if we had disabled members in the Club we would have to address these issues at both fields as they could choose to fly at either field, dependent on their likes and dislikes and balance of convenience.

Humpy reminded the membership of the long planning history of the Pednor site and that Newground came about with the donations funded by the members of CMFC who were all Pednor based members. Once Newground was established, Pednor became a lifeline. The acquisition of Newground was a once in a lifetime opportunity, unlikely to be repeated today (compare with the current position of Watford Wayfarer's).

John Kichenside asked did we seriously want to consider losing the benefit of Pednor that costs effectively £15 per current member per year? At the moment, the Club does not have a financial problem.

Humpy said that if we gave up our hard copy Newsletter then this would fund half of the cost of Pednor and noted that according to membership records, the vast majority of members have access to the internet.

John Barber pointed out that the income received from set aside was being treated by the Committee and the membership as Newground money and that it was not, it was owned by the Club. Humpy suggested that as we owned Newground, we were more inclined to invest money and resources into the site.

Adrian Jacks, who at the outset indicated that he had no strong views either way, commented that at the moment we have no financial problems. But if we lose the set aside etc. at some future date then there will come a time when because of our financial position we may have to make this decision (to close Pednor). This is something to bear in mind in our forward thinking. However, for the moment (and citing the provision of a toilet at Newground) as a Club are we not morally bound to provide the same facilities at both fields? Humpy replied – if there is a demand from

the membership then yes. Agreed, circumstances and needs differ, therefore so do monies and resources allocated.

Humpy, referring to his recent Newsletter article, suggested that the way forward for the Club was to attract more new members, flyers keen to take an active part in the running of the Club. Perhaps an advertisement might be placed in the BMFA News, resulting in, amongst other things, a new instructor to help Richard Ginger and his team.

In response to a query re instruction from John Barber, Richard Ginger confirmed that all instruction now takes place at Newground because most members prefer to learn at Newground where there are far better facilities, convenience and access, ability to train on a Sunday, noise limits etc.

Richard Ginger stated that he did not think that anybody would join CMFC with an i.c. power model and want to fly at Pednor because of the restrictions on i.c. power flying. Newground was now regarded as the focus of the Club. Richard commented that it was important that we didn't get personal animosity involved in this discussion and avoid dividing the Club, but we have to face facts, move on and look at value for money, lack of control at Pednor (here Richard cited the problems with the landlord, ploughing up of the field etc.) We can no longer live on history or what happened in the past; this is not 1988, it is 2013. Pednor no longer offered value for money, the Pednor flyers are a fine group of guys but it is a question of economics (disputed by Steve Edwards).

Humpy disputed whether it was just a question of economics as Richard was basing his arguments on his preferred mode of power (i.c.) and ignoring those who flew using electric power (a third of all members?). In addition, clearly Richard did not want to fly at Pednor due to its limited flying hours, but these limitations were not a problem for other members and therefore not a reason to abandon Pednor.

Nigel Beaney said that CMFC needed to decide whether it wanted Pednor as a flying site and that the problem was that there was an economic argument that said that it (Pednor) was not very good value for money. Another argument was that for some people, choice was an important part of being part of this Club and those members that were opposing this motion were getting very emotional because that choice was being taken away. The idea that certain members could continue to use Pednor at their own expense was rather preposterous and missed the point. Five people could not afford to have that airfield whereas as a group we could. The issue was not to compare whether Newground was better than Pednor or vice versa, they are very different sites. Talking about the past (and people having problems with Watford) was completely irrelevant, this was a discussion about whether the membership spend the money and have this site as part of its portfolio of airfields and allow people to fly there. Nigel thought that it was something that had simply to be put to a vote. It was a very simple decision. Did this society believe that it should have that facility (Pednor) for those who wanted to use it and it is part of this Club, yes or no.

A show of hands was suggested by Humpy.

John Barber quickly commented that to modify Newground to make it disabled friendly would be massively expensive. John cited a number of examples of major construction work that would need to be undertaken to properly provide for disabled flyers, whereas Pednor was pretty much there already.

There was then a further brief but inconclusive debate regarding the need for the provision of disabled access at Newground and Pednor and to what extent this had or had not already been achieved.

Humpy once again commented on the advantages of having a back up field at Pednor in circumstances where Newground became unusable (e.g. gypsies or a catastrophic crash on the railway) and also expressed his concern that certain Newground flyers who themselves chose not to fly at Pednor seemed dead set against the idea of other members (with perhaps different needs and requirements) having the choice of flying at Pednor if they wished.

A comparison was raised between the potential for a crash on the railway at Newground with a similar situation happening at Pednor in relation to a horse and rider on the bridleway. John Barber responded by saying that in twenty-five years of flying at Pednor, there had only ever been one minor incident with a horse rider.

Adrian Jacks ruefully commented that we needed to step away from this because people had become emotionally engaged here, that is dominating. This was an economic argument that the membership need to decide, could we afford to keep both fields or more accurately did we want to afford both fields?

Following a query from Toby Newton regarding potential cut backs and areas of saving if the set aside income etc. was lost, Humpy confirmed that this situation would not occur in the short to mid term (unless the EU CAP changed significantly) and there was potential for putting the Habitat money into a Higher Stewardship scheme in the near future, a scheme Humpy was currently working on.

A question was raised from the floor as to the true actual cost of running Pednor and the lack of financial information specific to Pednor. Was the cost under discussion simply the £1000.00 p/a rent or were there other significant running costs to be considered? Another member suggested that the costs were not the point at issue, which was whether we wanted to keep Pednor or not as a choice of field for members less able or suited to flying at Newground.

It was argued by Steve Edwards and others that if the decision on whether to keep Pednor (or not) was based purely on costs, then questions should be asked about the large sums of money that had been spent on Newground in recent years (e.g. a toilet, extending the patch, unnecessary and expensive scarifying, weed & feed treatments).

A suggestion from the floor (Oz Marsh?) was that having a choice of two flying fields was attractive to potential new members.

Further general discussion then took place amongst the members in support of Pednor. Ray Birdseye summarised by saying it was down to the membership to look at every aspect of Pednor in the context of a financially sound Club. Based in his own financial experience of running a business through two recessions (and a review of the Club's Accounts) Ray believed that there was no financial reason for not keeping Pednor. But Ray argued that members needed to take a broader view than just focussing on Club finances.

At the request of Humpy, a vote took place.

Four people voted in favour of Richard Johnson's proposal, the majority voted against his proposal.

The motion was therefore defeated and Pednor was retained.

In commenting, Humpy stated that any member, whatever their concerns are (finance or facilities or whatever) for either site could e-mail any member of the Committee with his concerns or write an article for our Newsletter. More generally, the Committee would welcome more input from the ordinary membership on any issues of interest.

We should try to get back to a situation where everybody was like a family as was the case in the early days of the Club at Pednor. We should also promote the Club more widely and try to get more active flying members.

Steve Edwards light heartedly reminded everyone that this was a Club where we fly toy planes for fun (an enjoyable pastime) and we should keep this in mind.

As an aside, Toby Newton said that he thought that provided that both pilots held a 'B' certificate, the Club rules (section 2) permitted the aero towing of gliders. Agreed, yes, but the glider cannot be free flight, must be r/c.

#### **11. Any Other Business:**

On the back of our Pednor debate, a brief discussion took place as to what constitutes being 'disabled' – not necessarily being formally registered as disabled.

Toby Newton volunteered to organise, promote and run an informal Scale Competition in 2014. A brief show of hands (ten or more members expressed interest) suggested that this might be a possibility, the timing and exact format etc. to be decided in consultation with the Committee. Judging may be an issue, given past experiences. Ideas to be canvassed in a forthcoming Newsletter.

Steve Atherton suggested conducting a survey of member's interests to encourage greater member participation.

The Chairman concluded the meeting by thanking everyone for attending and for those expressing their constructive opinions and wished all members a Happy Christmas and a prosperous New Year. Flying would take place at Newground (and at Pednor!) on Boxing Day.

The meeting concluded at 10.22pm

Andrew Rimmer  
30/11/2014.